

Cardinal Krol, then a retired archbishop, said at the time that the honor was a dream come true.

The quest to honor Mother Drexel began in 1964 when Cardinal Krol approved a request by the Sisters of the Blessed Sacrament that the church consider the possibility of declaring Mother Drexel a saint.

An heiress who lived in poverty as a nun, Mother Drexel gave \$20 million to support the church's work among black people and native Americans. I think it is fitting that Cardinal Krol chose such a person to champion. Her spirit was reflected in his life. Her compassion for those in need was mirrored by his own. Her rejection of wealth and status in favor of a life of service was matched by his rejection of earthly trappings in favor of unfailing spirituality.

Unfortunately, Cardinal Krol's friend, Pope John Paul II, will be unable to attend the funeral services in Philadelphia because of security restrictions but he was saddened by the news of his friend's death. His Holiness said, "I have received news of the death of Cardinal John Krol, with a sense of great loss. With immense gratitude for his fruitful and untiring cooperation with the Holy See from the time of the Second Vatican Council and with me personally throughout my pontificate, I am certain that his memory will live on in the community he so faithfully served."

Mr. Speaker, the death of John Cardinal Krol was a loss to the archdiocese of Philadelphia and the entire Nation as well as to the Catholic Church, both here in the United States and throughout the world. Cardinal Krol was a quiet, graceful man in life and he was graceful in death. He chose to return home where he died, in his own bed, surrounded by friends, family, and colleagues. By extension, Mr. Speaker, all of us who ever knew him, who ever benefited by his leadership and faith, who ever felt the grace of this man were there as well. He will be missed but his spirit will live on in the lives of all he touched.

#### H.R. 1645 AND THE FLOODING IN OREGON

HON. JIM BUNN

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 6, 1996

Mr. BUNN of Oregon. Mr. Speaker, with the recent floods in the Pacific Northwest, one of the things that became clear to me is that there are times when neighbors doing everything they can to help their neighbors just is not enough. These are the times where people need help that only the State and Federal governments can provide, whether that be through the Federal Emergency Management Agency [FEMA] or the National Guard, or any other Government program designed to help those in the most need. In this case, I was lucky enough to witness first-hand the National Guard in Oregon and the important role in saving lives and property. I am very thankful for having that opportunity.

Immediately after the rains, I observed the flood-damaged areas while riding in a National Guard helicopter. During that ride, we found a family stranded. The National Guard used the helicopter to rescue the family and take them to safety. It is actions like this, that happened

all across the flooded area, that show how important the Oregon National Guard is to our State. At this time, I would like to submit for the RECORD comments provided by Major General Rees of the Oregon National Guard which further illustrate the need for the National Guard.

HEADQUARTERS, OREGON NATIONAL GUARD, OFFICE OF THE ADJUTANT GENERAL,

Salem, OR, February 26, 1996.

Maj. Gen. EDWARD J. PHILBIN,  
Executive Director, National Guard Association  
of the United States, Washington, DC.

DEAR ED: Knowing the keen interest you and the leadership of the NGAUS have shown in regard to H.R. 1646, I have decided to write this letter to inform you of our experiences in the recent traumatic flooding in Oregon.

I am proud to say that the men and women of the Oregon National Guard, Army and Air, responded magnificently. A total of over 1,200 individuals responded, reaching a peak of 750 on duty at one time.

In a similar flooding in 1964 over 70 lives were lost. In 1996, only 4 perished. Technological improvements such as satellite weather, cell phones, et al, played a significant part. However, a modernized National Guard played a huge role in that "golden" 24 hours when everyone must get it right or fail. Mud slides and high water made our highway system a shambles. National Guardsmen in many different modes but primarily in modernized aircraft or aircraft with aircrews equipped with night vision devices and thermal imagers executed 68 persons from extremely perilous circumstances.

To those who say that the Guard is in too many communities and needs to reduce, let me say that we would have failed if we had been concentrated only in mega-armories in metropolitan areas. To those who say that we can share resources with other components, let me say thank you, but I need dual-missioned and highly functional units available at a moment's notice and under the Governor's control.

Geographic dispersal, community involvement, familiarity with municipal government, the right mix of modernized capabilities, and unity of command is what the people of Oregon needed and got in their time or peril.

Only the National Guard can deliver that support. I fear that H.R. 1646 may create some false sense that the Army Reserve will ride to the rescue in a dire local emergency in lieu of a diminished National Guard.

Additionally, I must tell you of the support I received from fellow TAG's and the National Guard Bureau. In the response process, the California National Guard put a C-130 with 240,000 sand bags in to Portland Air National Guard base within 6 hours of the request. In the recovery phase, California, Utah, and Washington put units on stand-by (primarily ribbon-bridge companies and water purification units). This was all done without an interstate compact because we made it work without a compact. However, please do not diminish your advocacy of the national compact. Many important questions such as liability and insurance need to be addressed systematically and not on the tarmac with each event.

Finally, I can say that the foresight shown by previous Oregon Adjutants General in selecting force structure paid great dividends. At the heart of our operation was the 41st Brigade and 116th Brigade combat units with their inherent command, control, and communications. Their Table of Organization and Equipment support units of engineer, medical, and MP's were supplemented by force multipliers from echelon above division ARNG aviation, engineers, and transpor-

tation units and ANG support units. (I am also pleased to tell you that critical parts for our CH-47D aircraft were delivered "just in time" by our OSA ANG C-26.) A truly balanced force of combat, combat support, and combat service support units made the day.

Keep up the fight, we need an informed approach on this issue, not a quick legislative enactment based on an anecdote.

Best regards,

RAYMOND F. REES,  
Major General, OR NG,  
Adjutant General.

#### AFFIRMATIVE STEPS OF THE ST. LOUIS FIRE DEPARTMENT

HON. WILLIAM (BILL) CLAY

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 6, 1996

Mr. CLAY. Mr. Speaker, it is a well-known fact that in spite of the many gains women have made in the workplace, there are still employers who have yet to recognize their talents and reward them accordingly. This is especially true in law enforcement. I am proud to say that St. Louis officials have taken affirmative steps to resolve this problem. Recently, St. Louis Fire Department chief, Neil Svetanics, appointed the department's first woman captain, Gail Simmons, to the busiest engine company in the city.

I want to share the following editorial regarding the St. Louis Fire Department's effort to recruit and hire women. Entitled "Climbing The Fire Department's Ladder," the editorial appeared in the February 2, 1996, edition of the St. Louis Post-Dispatch. It is my hope that the account will enlighten my colleagues who have questions regarding employment politics that target qualified and deserving women and other minorities.

[From the St. Louis Post-Dispatch, Feb. 29, 1996]

#### CLIMBING THE FIRE DEPARTMENT'S LADDER

With the elevation of women to the ranks of captain in both the city's Fire and Police departments, it now seems rather ludicrous that society used to ask whether females were capable of becoming police officers and firefighters.

Eventually the question became why so few of them held such jobs. That was the issue the Department of Justice raised during the 1970s to prod fire and police departments across the country to hire more women.

Just recently, the city's Fire Department reached a milestone of sorts by appointing the first woman captain in 139 years. She is Gail Simmons.

Capt. Simmons is one of 118 captains; she's assigned to the city's busiest engine company, No. 28, at 4810 Enright Avenue. Chief Neil Svetanics wants to go further. His goal, he says, is the appointment of the city's first female battalion chief. Whereas a captain commands a fire truck, a battalion chief supervises five firehouses within a district. Reaching that goal will necessarily mean the department will have to accelerate its recruitment and hiring of women. They now number 10 in a city firefighting force of about 700.

Police Board President Anne-Marie Clarke adds that recruitment of more women is a priority. The department already is way ahead of the Fire Department when it comes to hiring women.

They make up roughly 12 percent of the city's police force, and the board already has